



January 2002

Lance Armstrong Bikeway

Summary

Since our last update in June, Lance Armstrong won his third straight Tour de France victory, the first American ever to do so (Greg LeMond is the only other American to win the world's most grueling bike race three times, but his victories were spread out over several years). With the name of such an accomplished American attached to this project, the City of Austin hopes to make the Lance Armstrong Bikeway a world-class facility that will further establish Austin as a unique, livable and highly entertaining city.

Status

Preliminary design and final route alignments for the Lance Armstrong Bikeway are complete for the sections west and east of the Central Business District. The eastern section begins at Levander Loop at U.S. 183 and enters Downtown along the 4th street corridor after crossing under IH-35. The western end of the Bikeway is from Shoal Creek to the junction of Veterans Drive and Lake Austin Boulevard. Alignment for the center portion of the Bikeway, from IH-35 to Shoal Creek is still being determined. At issue is which east-west Downtown street would serve as the most direct, practical and safe bicycle route while considering other emerging projects such as the Great Streets plan, the Second Street Retail District plan, the possible Rapid Transit line, and others.

The Lance Armstrong Bikeway was originally planned to follow 3rd Street. But due to changes in automobile traffic flow resulting from the planned Second Street Retail District and the Great Streets project, 3rd Street is now unsuitable for the Bikeway. Among other streets, 4th Street is being considered for the project. City staff in the Transportation, Planning and Sustainability Department will continue to work on the Downtown alignment over the next few months to determine the best route for the Lance Armstrong Bikeway.

Issues

The Bikeway is a six-mile bike route from U.S. 183 in East Austin, through Downtown, and terminating at Lake Austin Blvd and Veteran's Drive. Funding for the project came from the Transportation Enhancements program of TEA-21, the federal legislation passed by Congress first in 1990 (as ISTEA) and later renewed in 1997. One of the chief goals of TEA-21 is to encourage communities to boost alternative transportation by funding transit, bicycle and pedestrian facilities.

Basic Data

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